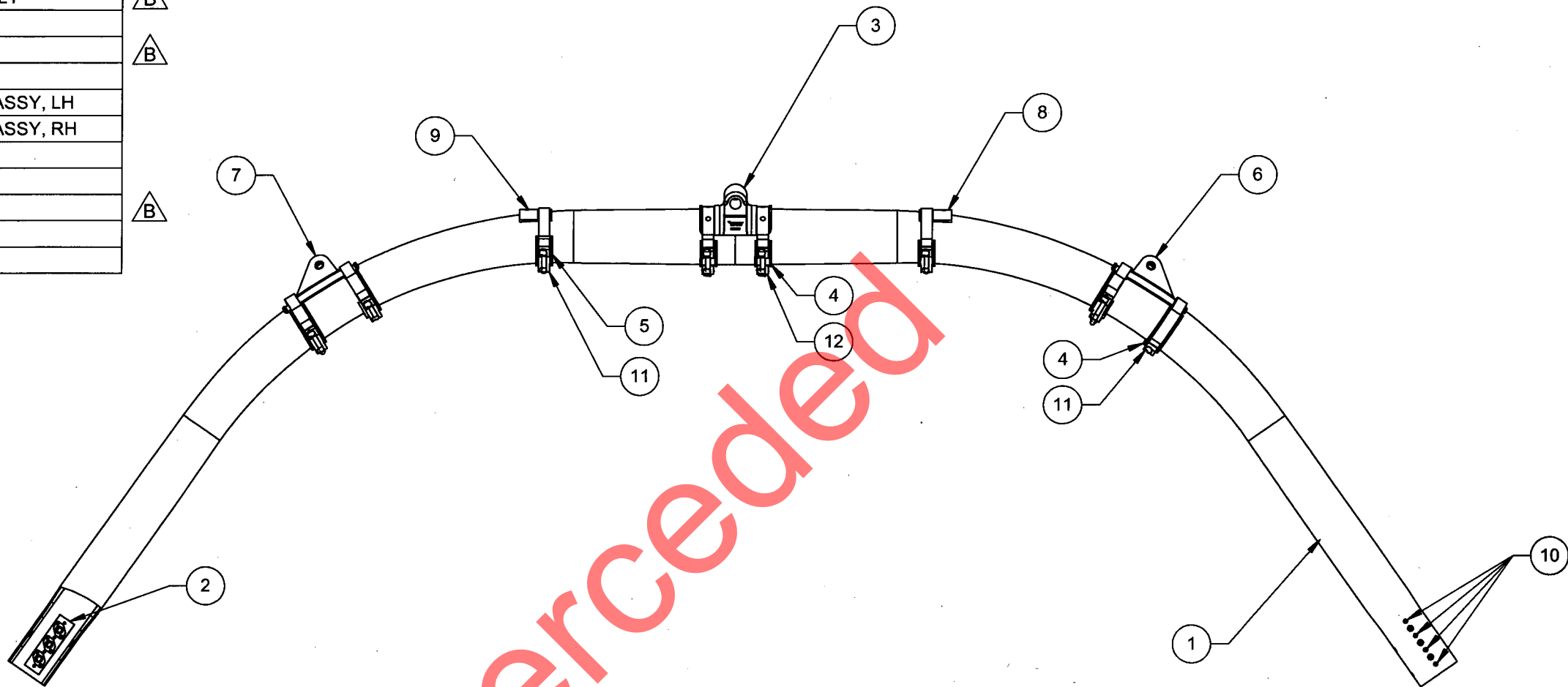


ITEM	QTY	P/N	DESCRIPTION
	X	D119-796-241	XTUBE ASSY (AW119 MKII AFT)
1	1	D119-796-241BND	CROSSTUBE, AFT
2	4	D2873-043	NUT PLATE ASSEMBLY
3	1	D5122-1	CENTER SUPPORT
4	6	D5123-1	CLAMP CUSHION
5	2	D5123-5	CLAMP CUSHION
6	1	D5134-041	DAMPER SUPPORT ASSY, LH
7	1	D5134-042	DAMPER SUPPORT ASSY, RH
8	1	D5136-1	CONTACT PAD, LH
9	1	D5136-2	CONTACT PAD, RH
10	16	CR3212-4-05	RIVET, BLIND CSK
11	6	MS21920-25	CLAMP
12	2	MS21920-28	CLAMP



D119-796-241 XTUBE ASSY (AW119 MKII AFT)

NOTES:

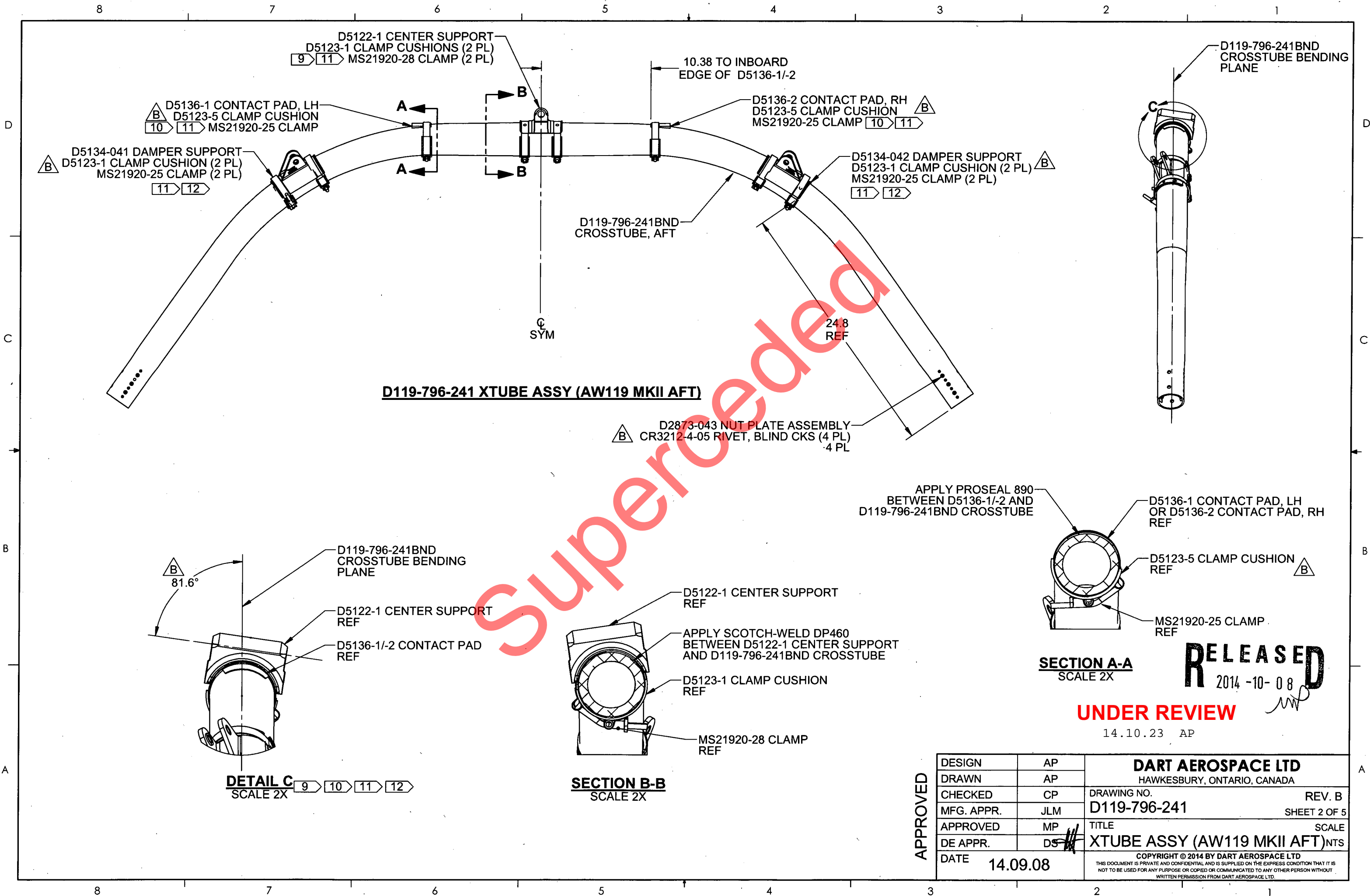
- 1) MATERIAL: N/A
- 2) FINISH: NONE
- 3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED
- 4) UNITS: INCHES UNLESS OTHERWISE NOTED
- 5) BREAK SHARP EDGES: N/A
- 6) IDENTIFICATION: IDENTIFY USING PART NUMBER "D119-796-241" AND BATCH NUMBER ON INSIDE OF CUFF PER QSI 044 6.4
- 7) WEIGHT: 26.26 lbs
- 8) EXTREME CARE MUST BE TAKEN TO PROTECT THE OUTSIDE SURFACE OF THE TUBE. THE OUTSIDE SURFACE MUST BE SMOOTH AND FREE FROM DEFECTS SUCH AS SCRATCHES, NICKS OR DENTS. DEFECTS UP TO 0.005 MAY BE BLENDED OUT LONGITUDINALLY. CIRCUMFERENTIAL GRIND MARKS ARE UNACCEPTABLE.
- 9) INSTALL D5122-1 CENTER SUPPORT AT 8.4° OFFSET FROM THE CROSSTUBE BENDING PLANE USING A 0.04" TO 0.07" THICK LAYER OF SCOTCH-WELD DP460 PER QSI 015. ENSURE OFFSET IS AS PER NOTE 13. PRIOR TO PACKAGING, RE-CHECK TORQUE ON CLAMPS AFTER DP460 HAS CURED FOR 24 HOURS.
- 10) ABRASE MATING SURFACES OF D5136-1/-2 AND SURFACE OF CROSSTUBE WITH 180 GRIT SANDPAPER AND REMOVE RESIDUE WITH MEK (OR EQUIVALENT). APPLY A 0.100" MIN THK LAYER OF PROSEAL 890 ON THE INSIDE CONCAVE SURFACE OF THE D5136-1/-2 CONTACT PADS AND INSTALL AT AN 8.4° OFFSET FROM THE CROSSTUBE BENDING PLANE. INSTALL MS21920-25 CLAMPS AND D5123-1 CLAMP CUSHIONS WHILE WET. PRIOR TO PACKAGING, RE-CHECK TORQUE ON CLAMPS AFTER PROSEAL 890 SEALANT HAS CURED FOR 72 HOURS.
- 11) TORQUE MS21920 CLAMPS 80 - 100 IN-LB. ENSURE AT LEAST 1.5 THREADS SHOWING IN SAFETY, THE NUT HAS NOT BOTTOMED-OUT AFTER TORQUING AND THE NUT IS FACING AFT.
- 12) POSITION AND INSTALL D5134-041/-042 DAMPER SUPPORTS USING JIG DT10085. ABRASE MATING SURFACES OF THE D5134-041/-042 DAMPER SUPPORTS AND CROSSTUBE WITH 180 GRIT SANDPAPER AND REMOVE RESIDUE WITH MEK (OR EQUIVALENT). APPLY A 0.100" MIN THK LAYER OF PROSEAL 890 ON THE INSIDE CONCAVE SURFACE OF THE D5134-041/-042. INSTALL MS21920-25 CLAMPS AND D5123-1 CLAMP CUSHIONS WHILE WET. PRIOR TO PACKAGING, RE-CHECK TORQUE ON CLAMPS AFTER PROSEAL 890 SEALANT HAS CURED FOR 72 HOURS.

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2014 -10- 08

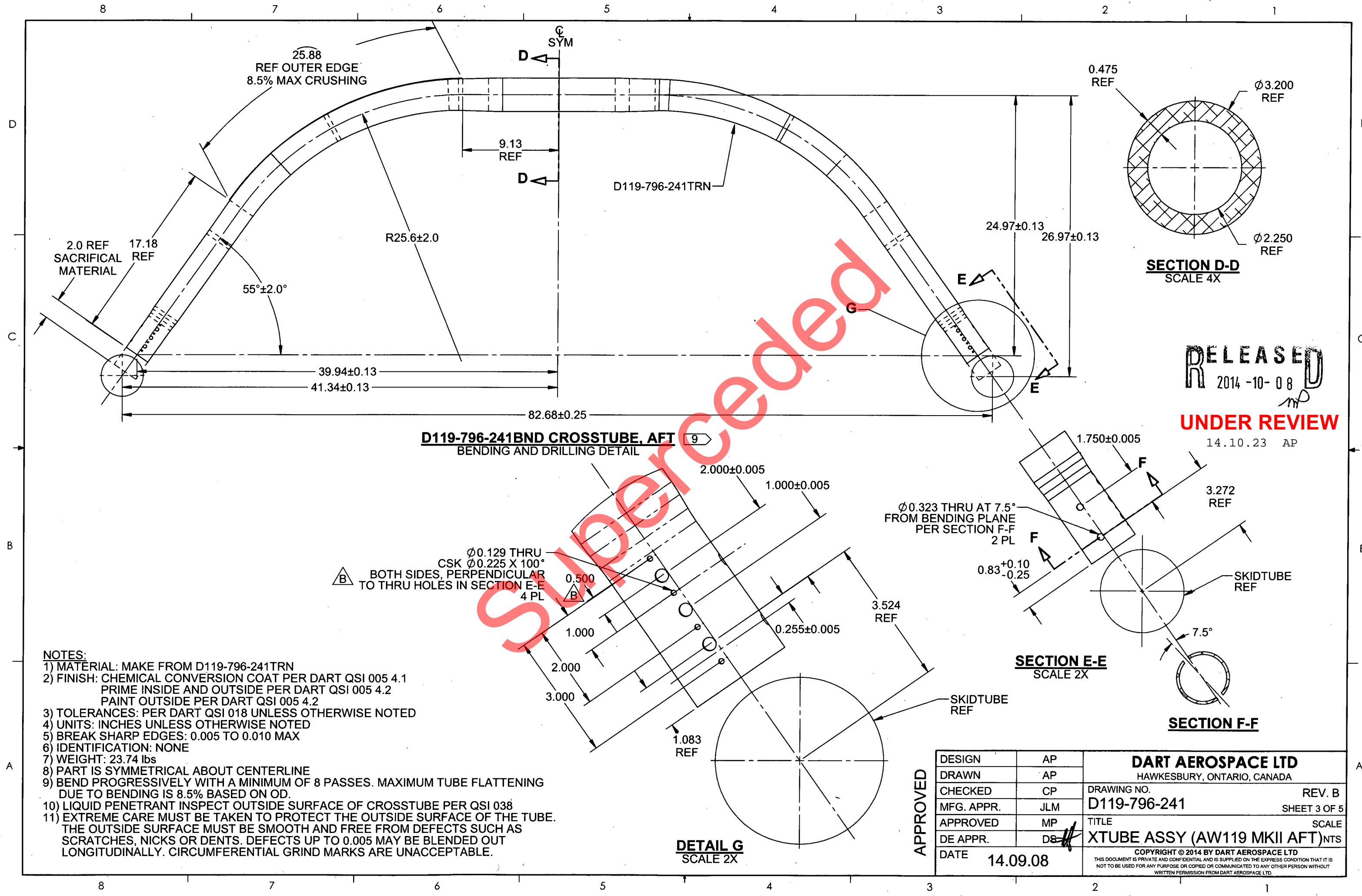
UNDER REVIEW

14.10.23 AP

B	ORIENTATION OF D5122-1 CENTER SUPPORT WAS CORRECTED. D5123-5 ADDED UNDER D5136-1/-2 CONTACT PADS. ADDED D2873-043 NUT PLATE ASSY & CR3212-4-05 RIVETS. ADDED REFERENCE TO SKIDTUBES FOR LOCATING CUFF HOLES. RE-ORGANIZED NOTES, REMOVED REDUNDANT INFORMATION.	AP	14.09.08
A	NEW ISSUE	AP	14.08.07
REV.	DESCRIPTION	BY	DATE
DESIGN	AP	DART AEROSPACE LTD HAWKESBURY, ONTARIO, CANADA	
DRAWN	AP		
CHECKED	CP	DRAWING NO.	REV. B
MFG. APPR.	JLM	D119-796-241	SHEET 1 OF 5
APPROVED	MP	TITLE	SCALE
DE APPR.	DS	XTUBE ASSY (AW119 MKII AFT)NTS	
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DESIGN	AP	DART AEROSPACE LTD HAWKESBURY, ONTARIO, CANADA	
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CHECKED	CP	DRAWING NO.	REV. B
MFG. APPR.	JLM	D119-796-241	SHEET 2 OF 5
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DE APPR.	DS	XTUBE ASSY (AW119 MKII AFT)	NTS
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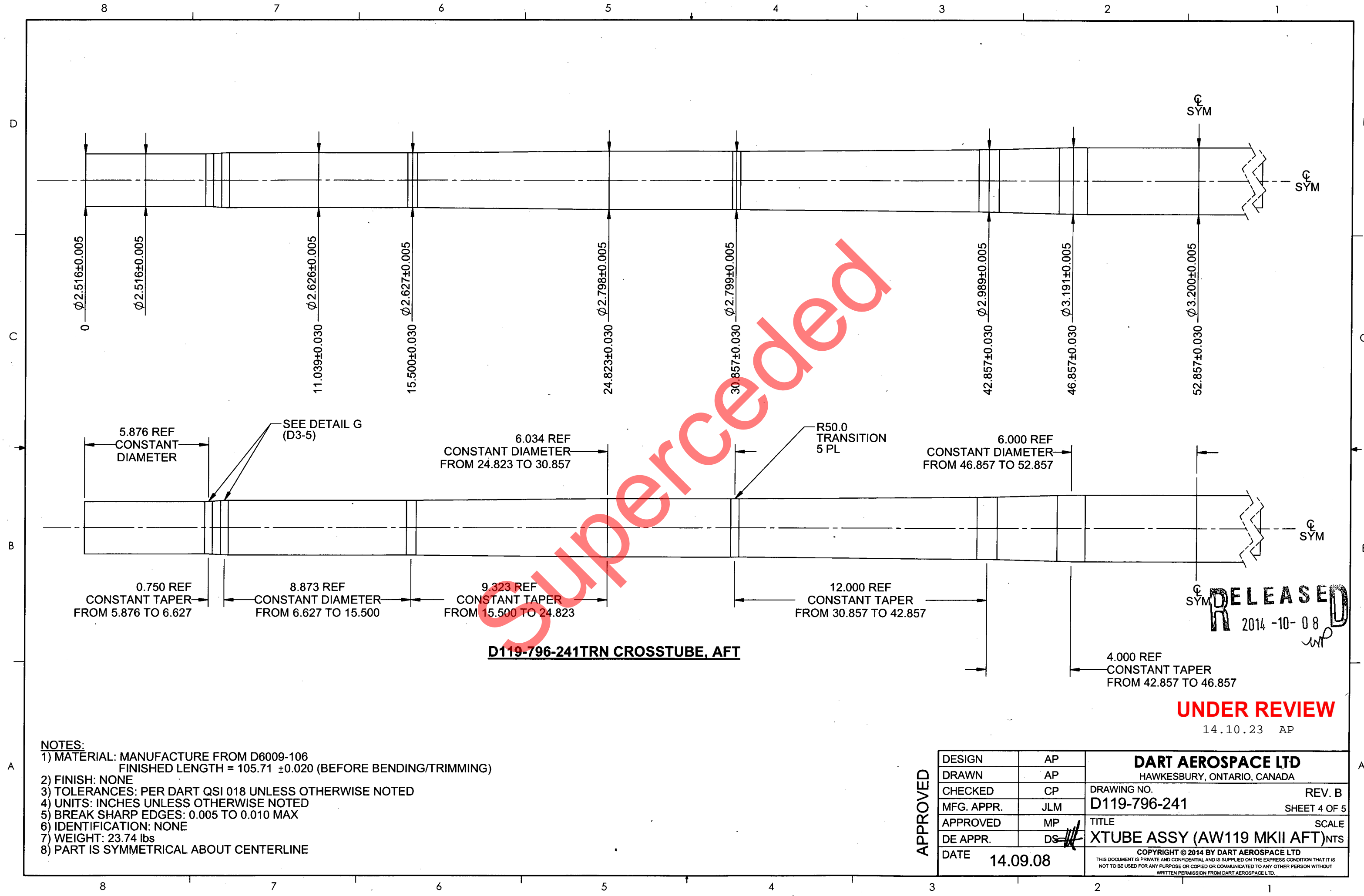
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2014-10-08

UNDER REVIEW
14.10.23 AP

- NOTES:
- 1) MATERIAL: MAKE FROM D119-796-241TRN
 - 2) FINISH: CHEMICAL CONVERSION COAT PER DART QSI 005 4.1
PRIME INSIDE AND OUTSIDE PER DART QSI 005 4.2
PAINT OUTSIDE PER DART QSI 005 4.2
 - 3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED
 - 4) UNITS: INCHES UNLESS OTHERWISE NOTED
 - 5) BREAK SHARP EDGES: 0.005 TO 0.010 MAX
 - 6) IDENTIFICATION: NONE
 - 7) WEIGHT: 23.74 lbs
 - 8) PART IS SYMMETRICAL ABOUT CENTERLINE
 - 9) BEND PROGRESSIVELY WITH A MINIMUM OF 8 PASSES. MAXIMUM TUBE FLATTENING DUE TO BENDING IS 8.5% BASED ON OD.
 - 10) LIQUID PENETRANT INSPECT OUTSIDE SURFACE OF CROSSTUBE PER QSI 038
 - 11) EXTREME CARE MUST BE TAKEN TO PROTECT THE OUTSIDE SURFACE OF THE TUBE. THE OUTSIDE SURFACE MUST BE SMOOTH AND FREE FROM DEFECTS SUCH AS SCRATCHES, NICKS OR DENTS. DEFECTS UP TO 0.005 MAY BE BLENDED OUT LONGITUDINALLY. CIRCUMFERENTIAL GRIND MARKS ARE UNACCEPTABLE.

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DESIGN	AP	DART AEROSPACE LTD HAWKESBURY, ONTARIO, CANADA	
DRAWN	AP		
CHECKED	CP	DRAWING NO.	REV. B
MFG. APPR.	JLM	D119-796-241	SHEET 3 OF 5
APPROVED	MP	TITLE	SCALE
DE APPR.	DS	XTUBE ASSY (AW119 MKII AFT)NTS	
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D119-796-241 TRN CROSSTUBE, AFT

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2014-10-08
WJP

UNDER REVIEW
14.10.23 AP

- NOTES:**
- 1) MATERIAL: MANUFACTURE FROM D6009-106
FINISHED LENGTH = 105.71 ±0.020 (BEFORE BENDING/TRIMMING)
 - 2) FINISH: NONE
 - 3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED
 - 4) UNITS: INCHES UNLESS OTHERWISE NOTED
 - 5) BREAK SHARP EDGES: 0.005 TO 0.010 MAX
 - 6) IDENTIFICATION: NONE
 - 7) WEIGHT: 23.74 lbs
 - 8) PART IS SYMMETRICAL ABOUT CENTERLINE

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DESIGN	AP	DART AEROSPACE LTD HAWKESBURY, ONTARIO, CANADA	
DRAWN	AP		
CHECKED	CP	DRAWING NO.	REV. B
MFG. APPR.	JLM	D119-796-241	SHEET 4 OF 5
APPROVED	MP	TITLE	SCALE
DE APPR.	DS	XTUBE ASSY (AW119 MKII AFT) NTS	
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CHAMFER AS
REQUIRED FOR
TOOLING

DETAIL H
SCALE 4X

DETAIL G
SCALE 2X

D119-796-241TRN CROSSTUBE, AFT
AUXILIARY VIEW: NOMINAL WALL THICKNESS

UNDER REVIEW

14.10.23 AP

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2014 -10- 08

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CHECKED	CP	DRAWING NO.	REV. B
MFG. APPR.	JLM	D119-796-241	SHEET 5 OF 5
APPROVED	MP	TITLE	SCALE
DE APPR.	DS	XTUBE ASSY (AW119 MKII AFT)	NTS
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